GOVERNMENT OF INDIA
SHIPPING
LOK SABHA

UNSTARRED QUESTION NO:1873
ANSWERED ON:19.08.2013
REVNUE OF PORTS
Rane Dr. Nilesh Narayan

Will the Minister of SHIPPING be pleased to state:

(a) the total profit made by the various ports in different parts of the country during each of the last three years and current year, port-wise;

(b) the name of the ports incurring losses during the said period along with reasons therefor; and

(c) the steps taken/being taken by the Government in this regard?

Answer

MINISTER OF SHIPPING (SHRI G.K. VASAN)

(a) & (b):The details of Profit/Loss made by the Major Ports during the last three years, port-wise is given as under:

(Rs. In crores)

Major Port	2010-11	2011-12	2012-13
Kolkata	144.05	138.24	(-)298.22
Paradip	415.95	333.06	303.37
Visakhapatnam	117.16	(-)99.39	52.55
Ennore	69.85	120.78	216.74
Chennai	68.06	22.13	18.26
VO Chidambaranar	148.97	147.98	129.22
Cochin	(-) 86.0	9(-)83.92	(-) 65.15
New Mangalore	108.26	166.57	139.46
Mormugao	54.98	24.37	(-) 94.00
Mumbai	(-) 42.96	(-)99.36	(-) 277.66
Jawaharlal Nehru	786.67	892.95	702.24
Kandla	161.48	227.51	393.80
Total	1946.38	1790.92	1220.61

However, calculation of profit or loss during the current year is not possible at this stage. The reason for incurring loss by Kolkata Port Trust during 2012-13 is due to fall in cargo traffic by 3.317 million tones. In Cochin Port the loss during the last three years is attributable to increase in maintenance dredging cost, payment of salary and pension and in Mormugao Port Trust, the loss during 2012-13 is due to ban on Iron Ore mining and export in Goa and suspension of handling of coal & coke at Berth No. 10 &11 by Goa State Pollution Control Board. In case of Mumbai Port Trust, it contributes large sums towards superannuation funds in addition to actual pension payments, given the huge past pension liabilities leading to the loss.

(c) : Following steps have been taken by the Government to reduce losses of the Ports.
i) Special Voluntary Retirement Schemes to reduce surplus manpower.
ii) Construction of new berths and terminals to enhance port capacity.
iii) Modernising berths with state of the art loading / un-loading equipments to improve operational efficiency.
iv) Initiatives by Ports to attract more cargo & increase throughput.